## TEMPORARY TRAFFIC CONTROL TYPICAL APPLICATION IMPORTANT: THIS DRAWING SHALL BE USED IN COMBINATION WITH THE GENERAL NOTES AT THE BEGINNING OF STANDARDS NO. MD 104.00. 13 002 LT MOBK DAOR Û Û ,009 NOTE: THE "BEGIN AND END SHOULDER USE" SIGNS SHOULD BE OMITTED WHEN THE SHOULDER CANNOT BE T 000 FT ROAD WORK SHIFT DIFFERENTIATED FROM THE NORMAL TRAVEL PATH. (OPTIONAL) TO BE MOUNTED ON TOP OF THE 1/3 FIRST CHANNELIZING DEVICE NZE SHONLDER END BECIN SHOULDER USE В MINIMUM LANE WIDTHS THROUGHOUT CHAN. DEVICES AREA SHALL BE 10 FT. В NZE ,005 **ЗНОПГ**ОЕВ END BEGIN **SHOULDER** USF 13 TO BE MOUNTED ON TOP OF THE FIRST CHANNELIZING 500 SHOULDER 200 ROAD WORK END LANE KEY: (OPTIONAL) 1000 F CHANNELIZING DEVICES 200 -SIGN SUPPORT -FACE OF SIGN ROAD 行 Û DIRECTION OF TRAFFIC WORK WORK SITE SPECIFICATION CATEGORY CODE ITEMS Maryland Department of Transportation 104

**APPROVED** DIRECTOR - OFFICE OF TRAFFIC AND SAFETY APPROVAL • SHA APPROVAL • FEDERAL REVISIONS HIGHWAY ADMINISTRATION APPROVAL 9-10-96 APPROVAL 9-27-96 10-1-01 REVISED REVISED StateHighway REVISED REVISED

REVISED

## STATE HIGHWAY ADMINISTRATION

STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES LANE SHIFT FOR COMPLETE TRAVEL WAY BLOCKAGE/2-LANE, 2-WAY EQL/LESS THAN 40 MPH/15 MIN - 12 HRS. OR DAYTIME ONLY

STANDARD NO. MD 104.36-02